Statement

Statement showing State-wise details of forest Cover and Growing stock as per the State of forest Report, 1995

SI. No.	State/UT	Forest cover (in sq. km)	Growing stock (in million cum)
1.	Andhra Pradesh	47,112	291.394
2.	Arunachal Pradesh	68,621	775.125
3.	Assam	24,061	304.423
4.	Bihar	26,561	96.720
5.	Delhi	26	—
6.	Goa, Daman & Diu	1,250	12.644
7.	Gujarat	12,320	63.921
8.	Haryana	603	1.432
9.	Himachal Pradesh	12,501	254.410
10.	Jammu & Kashmir	20,433	458.929
11.	Karnataka	32^82	272.411
12.	Kerala	10^36	98.883
13.	Madhya Pradesh	1,35,164	698.182
14.	Maharashtra	43,843	225.554
15.	Manipur	17,558	95.452
16.	Meghalaya	15,714	104.140
17.	Mizoram	18,576	66.012
18.	Nagaland	14,291	94.887
19.	Orissa	47,107	246.150
20.	Punjab	1,342	0.950
21.	Rajasthan	13^80	12.892
22.	Sikkim	3,127	39.286
23.	Tamil. Nadu	17,766	69.602
24.	Tripura	5,538	15.452
25.	Uttar Pradesh	33,986	338.633
26.	West Bengal	8376	22.859
27.	Andman & Nicobar Islands	7,615	79.644
28.	Chandigarh	7	—
29.	Dadra & Nagar Haveli	204	0.871
30.	Lakshdweep*	—	—
31.	Pondicherry*	—	—
	Total	6,39,600	4740.858

*No discernible forest cover. Indian

standards of pollution emission

1125. SHRI PARMESHWAR KUMAR AGARWALLA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) what action has been taken to check pollution created by automotive vehicles in metropolitan and other cities;

(b) what has been effectiveness of these measures;

(c) what are Indian standards for pollu tion emission for different categories/ty pes of automotive vehicles and how does

these compare with international standards or with U.S. and German standards;

(d) what pollution standards have been imposed on manufacturers of different categories of new automotive vehicles in India and since when, and whether these are Indian or of world standards; and?

(e) if Indian, then why world standards have not been imposed for new vehicles?

THE MINISTER OF ENVIRONMENT AND FORESTS (PROF. SAIFUDDIN SOZ): (a) A number of measures are under implementation for control of vehicular pollution in the country. These include the following:

(i) The Central Motor Vehicles Act, 1939 was amended in 1988 and 1994, wherein provisions for control of automobile pollution were notified.

(ii) Emissions norms have been notified in the Central Motor Vehicles Rules in 1989. These include mass emission standards for emissions for both petrol and diesel vehicles of all categories, at the manufacturing stage and gross emission standards for vehicles on-road. Enforcement measures for control of vehicular pollution from in-use vehicles are implemented by the respective State Transport Departments in various states.

(iii) Major vehicular pollution survey has been carried out by the Central Pollution Control Board in 12 major cities in the country, namely, Delhi, Mumbai, Bangalore, Calcutta, Ahmedabad, Pune, Chennai, Hyderabad, Jaipur, Kanpur, Lucknow, Nagpur.

(iv) The Central Pollution Control Board is also monitoring the level of air pollutants in all the major cities and towns, through a network of 290 ambient air quality monitoring stations under the National Ambient Air Quality Monitoring (NAAQM) Network. The data help understand the trends in air quality and take suitable abatement measures.

(v) The Government is implementing a major plan of action for introduction of unleaded petrol and catalytic converter fitted vehicles, and introduction of low-sulphur diesel for cleaner diesel vehicles in a phased manner. In the first phase effective from 1.4.1995, unleaded petrol was introduced in the four cities of Delhi, Mumbai, Calcutta and Chennai for new four wheeler petrol vehicles registered in these cities from this date. It is planned to cover about 40 major cities and towns in the next phase, effective from 31.12.1998.

(b) The measures have helped reduce the total vehicular emission load from the new vehicles and to control emission load from in-use vehicles.

(c) Indian standards for pollution emis sion from different categories/types of vehicles are stipulated for the major pol lutant emissions such as carbon monox ide, hydrocarbons and oxides of nitrogen from petrol vehicles*and for limits on particulate matter in terms of smoke lirnits/particulate matter, in addition to these pollutants emitted from diesel-driven vehicles. These are not as stringent as the limits imposed in U.S. or in Germany presently. The Indian standards are proposed to be made stricter effective from 1.4.2000.

(d) and (e) Emission norms in India came into effect from 1.4.1991 and are progressively made stricter in a phased manner to introduce new technologies with lower emissions. A tighter norm was introduced on 1.4.1996 and a stricter standard is to be effective from 1.4.2000. The standards for petrol passenger cars and diesel vehicles compare with the European standards of 1992/93. Introduction of tighter emission norms is dependent on a number of factor such as improved fuel quality, good quality roads and road network. The norms for 2-wheelers and 3- wheelers effective from 1.4.1996 and from 1.4.2000 of world standards.